

Message Text

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INFO AMCONSUL GUAYAQUIL

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UNCLAS QUITO 4854

FOR COMMERCE/BIC/OED/MEPD

E.O. 11652: N/A

TAGS: BEXP, BMED, EC

SUBJECT: MAJOR PROJECT: QUITO SUBWAY

REF: (A) QUITO 3636 (B) QUITO 4046

1. ON JULY 18, JAPAN TRANSPORT CONSULTANTS ASSOCIATES (JTCA) DIRECTOR YASUO KAWANO PERSONALLY TURNED OVER TO PRESIDENT RODRIGUEZ JTCA'S FINAL REPORT ON TRANSPORTATION CONDITIONS IN QUITO, INCLUDING THE PREFEASIBILITY STUDY FOR A SUBWAY SYSTEM.

2. THE STUDY CONCLUDES THAT THERE ARE NO TECHNICAL OBSTACLES TO THE CONSTRUCTION OF AN UNDERGROUND SYSTEM, WHOSE ROUTE WOULD BE FIFTEEN KILOMETERS IN LENGTH AND WHICH COULD BE IN OPERATION IN THREE-AND-A-HALF YEARS' TIME. DURING THE MEETING WITH THE PRESIDENT, ALSO ATTENDED BY THE JAPANESE AMBASSADOR, THE MINISTER OF PUBLIC WORKS, AND THE VICE PRESIDENT OF THE QUITO CITY COUNCIL, KAWANO STATED THAT, BASED ON PRESENT RATE OF GROWTH, POPULATION OF QUITO WOULD INCREASE TO OVER ONE MILLION DURING NEXT 20 YEARS (COMMENT: POPULATION IN NOW ABOUT 597,000, ACCORDING TO RECENT CENSUS). HE CONCLUDED THAT IT WAS NECESSARY TO GIVE IMMEDIATE CONSIDERATION TO MASS TRANSPORTATION SYSTEM TO MEET FUTURE DEMAND. JTCA STUDIES, HE SAID, POINT TO A SUBWAY SYSTEM AS WISE SOLUTION. ACCORDING TO GLOBAL ESTIMATE OF JTCA, MAXIMUM NUMBER OF PASSENGERS PER DAY WOULD BE 200,000 BY 1980 AND 420,00 BY 1990.

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3. STUDY PROPOSES A SYSTEM WITH 11 STATIONS. THE UNDERGROUND SYSTEM

WOULD BE THE CORE OF QUITO'S TRANSPORTATION NETWORK. IT WOULD BE SUPPLEMENTED BY AUXILIARY BUS LINES RUNNING FROM EAST TO WEST IN A CIRCULAR ROUTE, AND FROM NORTH TO SOUTH TO COMPLEMENT THE FORMER. KAWANO POINTED OUT THAT, DUE TO SEWAGE SYSTEMS, APPLYING THE CUT-AND-COVER METHOD WOULD BE IMPOSSIBLE, AND DIGGING WOULD HAVE TO BE BY BORE-HOLE TUNNELLING.

4. SPEAKING AS IF HE ALREADY HAD THE DESIGN AND ENGINEERING CONTRACT, KAWANO NOTED THAT THE UNDERGROUND RAILWAY WOULD USE THE MOST ADVANCED SYSTEMS OF STATIONS, CARS, AND SAFETY. THE PROJECT WOULD TAKE THREE YEARS, HE SAID, BUT IF ENGINEERING WORK WERE DONE ON A MULTIPLE-CONTRACT BASIS, 2 1/2 ADDITIONAL YEARS WOULD BE REQUIRED, WHEREAS ONLY 1 1/2 YEARS IF BY THE SINGLE-CONTRACT METHOD. KAWANO RECOMMENDED THAT ECUADOREAN PERSONNEL AND LOCAL MATERIALS BE USED AS MUCH AS POSSIBLE TO PROVIDE THE EXPERIENCE NEEDED FOR LATER EXPANSION WORK

5. IN REPLY TO PRESIDENT'S QUERY REGARDING CONSTRUCTION AND OPERATING COSTS, KAWANO STATED THAT, IN JAPAN, THE COST OF BUILDING A SUBWAY IS ABOUT US\$40 MILLION PER KILOMETER, INCLUDING ROLLING STOCK, AND OPERATING COSTS ARE ABOUT US\$3.5 MILLION PER YEAR.

6. UNEXPECTED DEVELOPMENT WAS REQUEST BY PRESIDENT RODRIGUEZ TO JTCA TO ALSO UNDERTAKE FEASIBILITY STUDY QUOTE WITHOUT OBLIGATION UNQUOTE. KAWANO REPLIED IN AFFIRMATIVE AND SAID JTCA WOULD BEGIN AT ONCE.

7. COMMENT: ALTHOUGH PRESIDENT RODRIGUEZ MADE CLEAR THAT HIS GOVERNMENT WOULD NOT BE OBLIGATED BY JTCA'S FEASIBILITY STUDY, WHICH WE UNDERSTAND WILL BE CONDUCTED FREE OF CHARGE, THE GOE IN FACT IS RAPIDLY OBLIGATING ITSELF. JTCA WILL CERTAINLY HAVE A BIG FOOT IN THE DOOR IF AND WHEN THE PUBLIC TENDER IS ANNOUNCED FOR THE CIVIL ENGINEERING AND CONSTRUCTION WORK. WHAT APPEARS TO BE VIRTUALLY CERTAIN AT THIS POINT IS THAT THE MINISTRY OF PUBLIC WORKS AND THE MUNICIPALITY INTEND TO GO AHEAD WITH THIS PROJECT.
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